

TRANSPORT STATEMENT

Havant Property Investment LLP

32 New Lane, Havant

February 2021

Transport Statement

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1 Introduction

- 1.1 Vectos has been appointed by Havant Property Investment LLP to provide highways and transport advice in relation to the re-development of former Pfizer Site, New Lane, Havant. Havant Borough Council (HBC) are the local planning authority and Hampshire County Council (HCC) are the local highway authority. A site location plan is included at **Figure 2.1**.
- 1.2 The site is located within an existing employment area near an existing industrial estate and is currently occupied by a cold chain packaging, storage, and distribution facility.
- 1.3 The development proposals concern the redevelopment of the site to provide a new warehouse unit comprising a total floor area of 15,546 sqm (GEA) with associated operational van storage spaces (866 spaces). The proposals include provision for 208 car parking spaces, of which 11 will be designated as disabled parking spaces. 11 motorcycle parking spaces and 50 cycle parking spaces are also proposed for staff and visitors.
- 1.4 The occupier proposes to use the site as a 'last mile' distribution centre, where parcels are delivered via small vans to customers in the local area. The occupier is looking to consolidate their operations on one site with a van storage deck which would house the van fleet overnight while the drivers are not out on deliveries as opposed to vans being stored in the local area.
- 1.5 There are currently two accesses into the site from New Lane, and it is proposed to introduce a third access that will serve as a separate access for operational vans. The existing accesses will be retained to provide access to the proposed staff parking area and service yard respectively.
- 1.6 This Transport Statement has been prepared to assess the potential impacts of the development proposals on the local transport network. This document has been prepared with reference to National Planning Practice Guidance and HCC guidance.
- 1.7 Scoping discussions have been held with the HCC regarding the principle of the scheme and specific highways issues. These scoping discussions have informed the preparation of this Transport Assessment.
- 1.8 The remainder of this report is structured as follows:
 - **Section 2** - Existing Conditions
 - **Section 3** - Policy Context
 - **Section 4** - Development Proposals
 - **Section 5** - Trip Generation & Potential Impact of the Scheme
 - **Section 6** - Summary & Conclusions

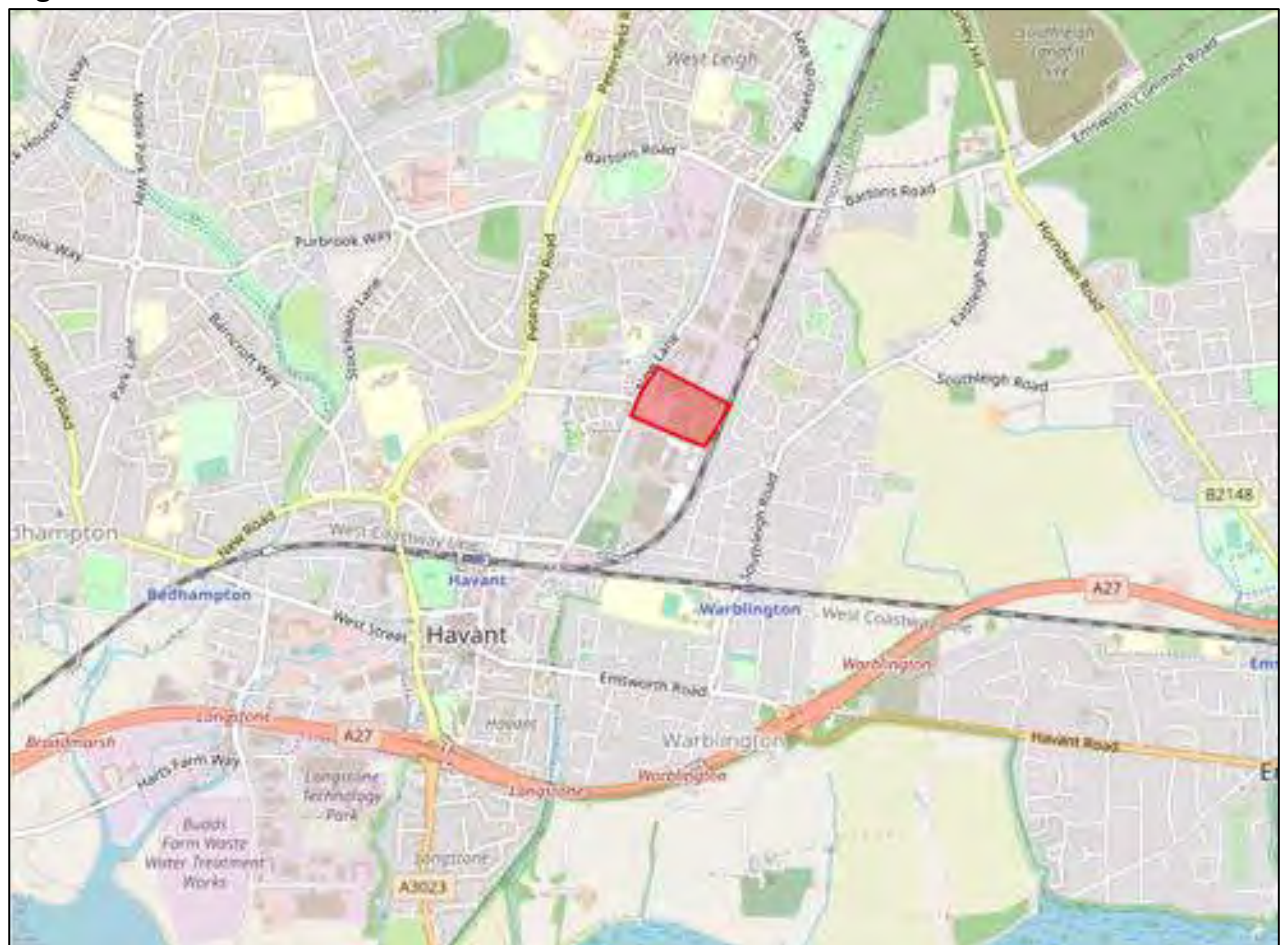
2 Existing Conditions

2.1 This section of the report provides an overview of the current accessibility of the site in terms of sustainable travel, and a high-level review of the local highway network.

Site Location

- 2.2 Within a strategic context, the site is situated within the Borough of Havant, circa 870m ‘as the crow flies’ north east of Havant railway station. The site is situated within Havant North Industrial Estate and the immediate area surrounding the site is primarily employments with and residential neighbourhoods located both east and west of the site.
- 2.3 The north-eastern perimeter of the site is formed of Portsmouth Direct railway line and the north-western boundary is defined by New Lane where the access to the site is taken from. To the north and south the site abuts existing industrial units within which it is internally connected by access roads.
- 2.4 To the south east, the site abuts a small plot that appears to share an access with the site. This plot appears to be used for storage of waste vehicles.
- 2.5 **Figure 2.1** shows the location of the site in a local context.

Figure 2.1: Site Location



Current Site Uses

- 2.6 The site has a complex planning history having been developed over a number of years. The following is not a full planning history but is a summary as this is relevant to transport.
- 2.7 In 2010 planning consent was granted for a new cold storage unit and including the consent for this building **Table 2.1** is the schedule of land uses that were on the site (taken from the planning application form on the planning portal):-

Table 2.1: 2010 Site Schedule of Uses

Land Use	Floorspace (sq m)
Office (B1a)	7,726
R&B (B1b)	2,427
Industrial (B1c/B2)	17,139
Warehousing (B8)	11,046
Total	38,338

- 2.8 This is when the use of the site was highest with the most intense activities on the site and it is also when the clearest description is available of the uses on the site.
- 2.9 The following are the significant changes to the land use schedule on the site since this time: -
- Velocity Site – this was the redevelopment of part of the site in 2015 which resulted in the reduction of offices floorspace by 2,615 sqm and warehouse floorspace by 1,115 sqm
 - Building G on the site was built and consists of additional office floorspace of 1,200 sqm and 5,400 sqm of additional industrial floorspace
 - The demolition of the buildings at the front of the site resulted in a loss of 2,000 sqm of office floorspace and 5,400 sqm of industrial floorspace.
- 2.10 There have been other changes to the land uses on the site, but this has been the construction and demolition of a number of small buildings that do not change the overall level of development on the site significantly.
- 2.11 **Table 2.2** sets out the current floorspace on the site taking account of the above changes: -

Table 2.2: 2020 Site Schedule of Uses

Land Use	Floorspace (sq m)
Office (B1a)	4,311
R&B (B1b)	2,427
Industrial (B1c/B2)	22,539
Warehousing (B8)	5,231
Total	34,508

Highway Network

New Lane

- 2.12 New Lane provides vehicular access to the site and is a two-way single carriageway road with a north-south alignment to the east of the site, meeting Bartons Road to the north and Eastern Road to the south. The road is subject to 30mph speed limit restriction with pedestrian infrastructure and street lighting present.
- 2.13 New Lane is a local distributor road which separates residential areas of Havant in the west from employment in the east. Given the presence of existing railway to the east acting as a barrier for traffic, all employment units are accessed from New Lane.

Crossland Drive

- 2.14 Crossland Drive is a two-way single carriageway road that runs in an east-west alignment, connecting New Lane with the B2149 to the west of the site. It meets the B2149 at a signal-controlled junction and meets New Lane at the eastern end of the road at a simple priority junction. The road is subject to 30mph speed limit restriction with footway and street lighting provided.
- 2.15 The road is an advisory HGV route as per the signage at the Crossland Drive/B2149 junction.

B2149

- 2.16 The B2149 is locally known as Petersfield Road. It is a dual carriageway with two lanes in each direction, separated by a grass verge. The road is subject to 40mph speed limit with footways and street lighting present.
- 2.17 The B2149 provides links with the A27 to south and A3(M) north via Horndean. The north end of the road meets with Manor Lodge Road via a roundabout.

A27

- 2.18 The A27 is a major road in South East England that can be accessed from the site via the B2149 or Emsworth Road. The latter route has 7.5 tonnes weighting restriction in place south the junction with New Lane due to level crossing with railway line.
- 2.19 The A27 is a dual carriageway with two lanes each in direction, which operates at the national speed limit.
- 2.20 The A27 is a key route for accessing the wider strategic highway network in England, connecting to the A3(M), M27 and A24.

Walking and Cycling

- 2.21 Staff travelling to the site would be encouraged to travel by sustainable travel modes through development design, including active travel (walking and cycling), on public transport and through car sharing in an effort to maximise the number of single occupancy car trips.
- 2.22 The planning application is also supported by a Non-Motorised User Context Assessment (NMU) undertaken in August 2020. The NMU found that the local walking environment was good but could be improved by the provision of a crossing point on New Lane. This is a view also supported by HCC.

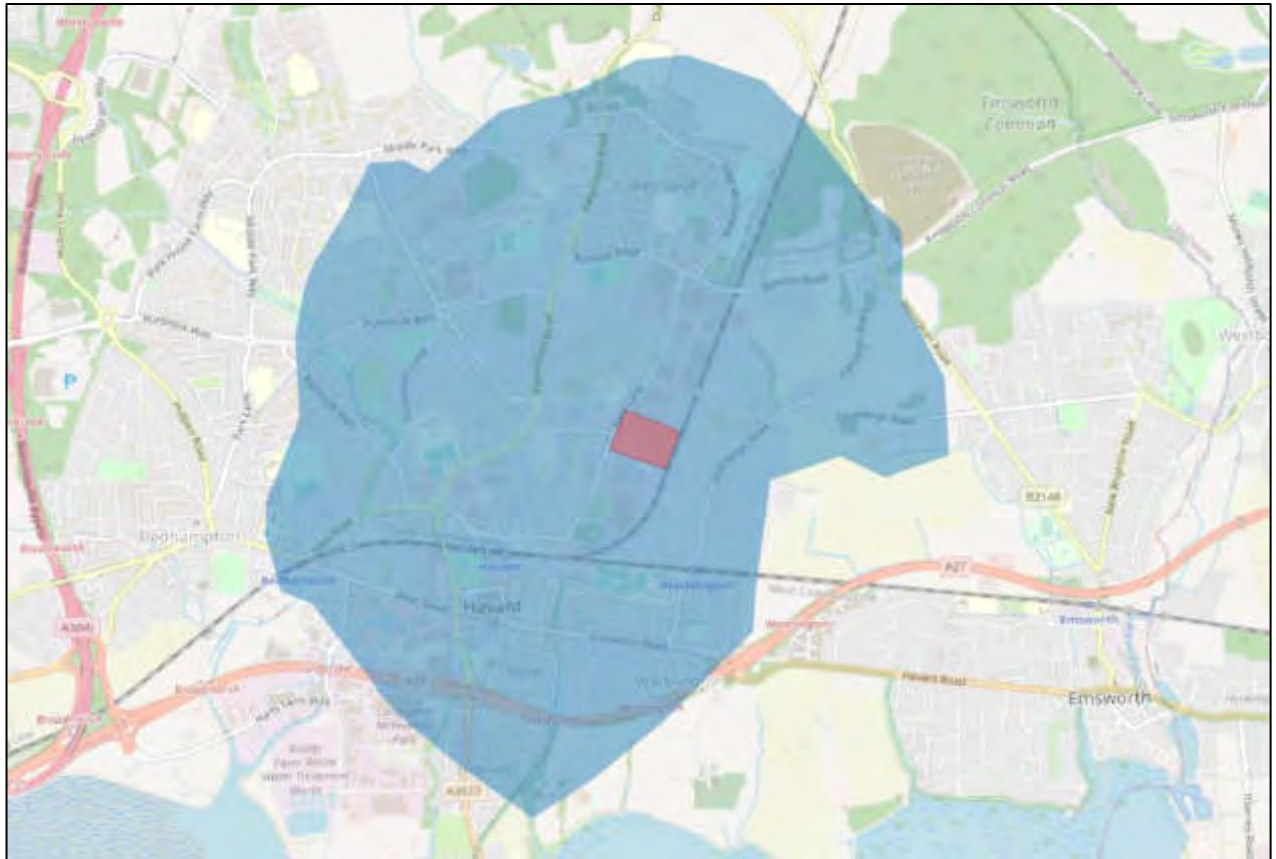
New Lane

- 2.23 The site benefits from well-lit footways along New Lane. The majority of the road has footways on both sides of the carriageway, that are segregated from the road by grass verges. However, the footway on the eastern side of the road ends approximately 150m north of the junction with Eastern Road on the southern end of New Lane.
- 2.24 As part of the development proposals, a new crossing point will be provided at this location which will feature tactile paving and dropped kerbs. Further reference to proposed off-site works is given in **Section 4** of this report.
- 2.25 There is a pedestrian refuge crossing approximately 200m north of the site with dropped kerbs and tactile paving.
- 2.26 The entirety of New Lane has on-road dedicated cycle lanes along both sides of the road, providing access to Havant Railway Station and Havant town centre to the south and NCN routes 2 and 22.

Crossland Drive

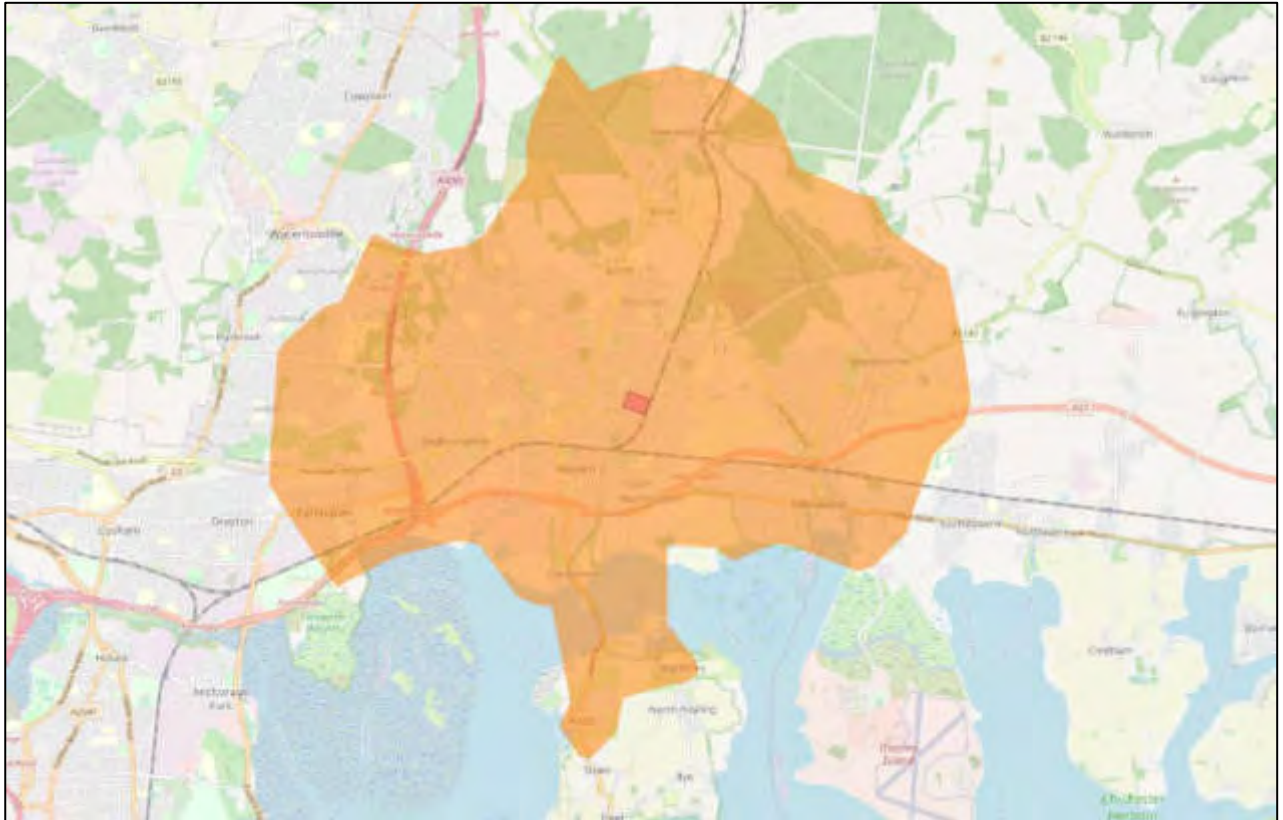
- 2.27 Crossland Drive provides a mixture of well-lit segregated and non-segregated footways on both sides of the road.
- 2.28 There are multiple crossing points along the road, with a pelican crossing at the east end of the road and a zebra crossing at the west end.
- 2.29 An on-pavement cycle lane runs along the southern side of the road from the junction with the B2149 to approximately 100m from the junction with New Lane.
- 2.30 A plan highlighting the 2km walking isochrone for the site is shown in **Figure 2.2**.

Figure 2.2: Walking Isochrone (2km)



- 2.31 With regards to walking, Central Government research refers to a distance of 2km as the maximum distance over which walking might replace car trips. Similarly, the Institution of Highways and Transportation (IHT) Guidelines suggest that a maximum ‘acceptable’ walking distance for pedestrians without a mobility impairment of 2km.
- 2.32 **Figure 2.2** shows that Havant town centre can be reached within 2km, or a 25-minute walk from the site, as well as Havant and Warblington railway stations.
- 2.33 A plan highlighting the 5km cycling isochrone for the site is shown in **Figure 2.3**.

Figure 2.3: Cycling Isochrone (5km)



- 2.34 With regards to cycling, Central Government research states that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.
- 2.35 **Figure 2.3** shows that Emsworth, Rowlands Castle, Westbourne, Bedhampton and Hayling Island can be reached by bicycle comfortably within 5km (circa 25-minutes).
- 2.36 **Figure 2.4** shows that the site is well situated to make use of the National Cycling Network (NCN). NCN route 22 can be accessed via New Lane and Crossland Drive, utilising the cycle lanes on these roads.

Figure 2.4: Cycle Routes



Public Transport

Bus Services

- 2.37
- The nearest bus stops to the site are the ‘Flexford Gardens’ bus stops and the ‘Dunhurst Close’ bus stops which are situated approximately 40m apart on St. Albans Road to the west of the site (approximately a 2-minute walk).
- 2.38
- Both stops provide a pole and flag arrangement and are served by routes 20 and 21. The ‘Flexford Gardens’ stop is also served by route 641 in addition. A summary of the frequency of services for these stops is set out in **Table 2.3**.

Table 2.3: Local Bus Services

Number	Route	Frequency
20	Portsmouth – Cosham – West Leigh – Havant	2 per hour
21	Portsmouth – Farlington – West Leigh - Havant	2 per hour
641	Purbrook (Oaklands School) Leigh Park – Denvilles – New Brighton – Rowlands Castle – Southbourne	1 per day (school service)

- 2.39
- The 20 and 21 services provide access to the residential areas to the west of the site and the neighbouring city of Portsmouth, in addition to Havant town centre and the amenities provided there.

Rail Services

- 2.40 Havant railway station is approximately 1.1km (13-minute walk) south west of the site. Havant is a junction station that provides passengers with an interchange between the West Coastway line and Portsmouth Direct Line.
- 2.41 Havant railway station is served by trains operated by South Western Railway, Southern and Great Western Railway, providing links to multiple key destinations such as Portsmouth, Brighton, Southampton and London Waterloo.
- 2.42 The station provides 92 secure cycle storage spaces and a car park with 492 (including eight accessible) spaces.
- 2.43 A summary of the destinations reachable from this station and the services provided on a typical weekday are set out in **Table 2.4**.

Table 2.4: Havant Railway Station Services

Destination	Journey time (mins)	Frequency (per hour)
Southampton Central	41	2
London Waterloo	80	2
Brighton	65	3
Portsmouth Harbour	20	5
Littlehampton	40	2
Bognor Regis	32	4
Portsmouth and Southsea	12	7
London Victoria via Horsham	105	2

- 2.44 **Table 2.4** shows that key destinations such as Portsmouth, London, Brighton and Southampton are easily accessible via Havant Railway Station, which is within walking and cycling distance of the site.

Personal Injury Accidents

- 2.45 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the most recently available ten-year period, up to 31st December 2019. A summary of the accident data is shown below in **Table 2.5**. The raw accident data, as well as a plot of the accident data, can be found in **Appendix A**.

Table 2.5: Summary of Accident Data

Location	Severity			
	Slight	Serious	Fatal	Total
Crossland Drive/ New Lane Junction	3	3	0	6
Crossland Drive / St. Albans Road Junction	2	0	0	2
New Lane	2	0	0	2
New Lane Industrial Estate Access	0	1	0	1
Total	7	4	0	11

- 2.46 The records show that there have been 11 accidents recorded in proximity of the site in the most recent 10-year period, comprising 7 slight accidents and 4 serious accidents. There were no fatal accidents within the ten-year period.

New Lane Industrial Estate Access

- 2.47 The first serious accident (accident ref: 150098802) was recorded at the junction of New Lane and the site access for the industrial estate. The accident occurred when a pedal cycle was struck by a car when attempting to turn right out on to New Lane. The accident was attributed to a failure to look properly on behalf of the driver of the car.

Crossland Drive / St. Albans Road Junction

- 2.48 Two slight accidents recorded at the Crossland Drive / St. Albans Road junction, one involved a car and a large goods vehicle (accident ref: 110435019), and the other a taxi and a cyclist (accident ref: 130267633). Both were attributed to poor driving, the former due to a misleading signal and the latter due to disobeying a give way sign and a failure to look properly.

New Lane

- 2.49 Two slight accidents occurred along New Lane, involving collisions between two cars (accident ref: 110466612) and a car and a van (accident ref: 120160171). The first accident took place when a car travelling north collided with a stationary parked car and was attributed to the driver being impaired by alcohol. The second accident occurred when a van rear-ended a car, due to sudden braking in wet conditions.

Crossland Drive / New Lane Junction

- 2.50 Three serious accidents took place at the New Lane/Crossland Drive junction. In each instance, a failure to look properly was cited as a contributory factor. One of these accidents involved a cyclist who was struck by a car turning left into New Lane and was classified as caused by a failure to look properly by the driver of the car (accident ref: 150144777).
- 2.51 The other two accidents involved collisions between a motorcycle and a van (accident ref: 44180361369), and a motorcycle and a car (accident ref: 44190217900). In the first collision the van was said to have been driving recklessly and failed to look properly.
- 2.52 In the second collision, the motorcycle rear-ended the stationary car due to a failure to look properly. In this instance the motorcycle failed to spot the stationary car which was attempting to turn right into Crossland Drive.
- 2.53 The 3 other accidents to occur at the New Lane/Crossland Drive junction were classed as slight. The first two accidents involved a collision between a cyclist and a taxi (accident ref: 100174005) and a cyclist and a van (accident ref: 44170447713). Both accidents were attributed to the vehicle failing to look properly and driving recklessly or executing a poor manoeuvre. The accident involving the pedestrian occurred when the pedestrian ran across the road into the path of the car and was attributed to the pedestrian having a disability or illness, mental or physical (accident ref: 44180284199).

- 2.54 The accidents that have been recorded were attributed to human error with likely causes cited as failure to look properly, poor driving and human error. In summary, the majority of accidents were as a result of causes that were not due to highway conditions and therefore could not typically be mitigated against. A general point is that reducing the speed of traffic does reduce the likelihood of accidents occurring and as well as the severity of accidents.
- 2.55 Notwithstanding this, HCC have expressed concerns about the potential rate of collisions at the Crossland Drive / New Lane junction. During discussions with HCC, it was agreed that a scheme could be drawn up to address the rate of collisions at this location. It was further agreed with HCC that any scheme should be simple and proportional to the impact of the proposed development. To this end, further consideration is given below to the collisions at the Crossland Drive / New Lane to identify the cause of accidents and possible mitigation.
- 2.56 The collision data indicates that there have been 6 collisions at the Crossland Drive junction with New Lane. Five of the recorded collisions cited 'failure to look properly' as either being the sole cause or a contributing factor. The other recorded incident cited '*Disability or illness, mental or physical*' as the reason for the accident which involved a pedestrian running out in front a car attempting to turn right out of the junction. It is thus clear from this that collisions at this location are mostly due to drivers failing to look before pulling out of or into Crossland Drive.
- 2.57 Excluding the incident in which a disabled pedestrian ran out in front of a car, 4 of the other 5 collisions involved vehicles pulling out of Crossland Drive and failing to notice vehicles travelling northbound on New Lane or turning right from New Lane on to Crossland Drive. Three of these incidents involved cyclists heading north past the junction.
- 2.58 Firstly, it is clear that generous visibility splays are provided at the Crossland Drive junction with New Lane. On this basis, it can be reasonably concluded that there is not an issue with visibility that may result in higher collision rates. Indeed, with regard to cyclists, it is reported in the government approved Manual for Street 2 (MfS2) guidance that '*Research into cycle safety at T-junctions found that higher cycle collision rates are associated with greater visibility*'.
- 2.59 If the possibility of a visibility issue is ruled out then a 'failure to look properly' may also be attributed to misjudging the speed of an oncoming vehicle. To allow drivers to 'look properly' they must have the time to do so; this time is afforded when vehicles are not travelling at excessive speeds.
- 2.60 Speed survey data collected on New Lane, at the Crossland Drive Junction in September 2020 has recorded 85th percentile speeds of 37.3 mph in the northbound direction and 36.8mph in the southbound direction respectively. It can thus be seen that vehicles are currently travelling on New Lane at speeds above the legal 30mph speed limit. It is common on roads such as New Lane, with long straight stretches, that vehicles travel at speeds above the limit for the road. This is generally due to the absence of speed reducing features such as traffic islands, speed cushions or bends in the road that would cause vehicles to slow down.
- 2.61 At a T-junction such as the Crossland Drive/ New Lane junction, priority is given to the major arm (New Lane) and those on the minor arm (Crossland Drive) must wait and make a judgement on when it is safe to join the major arm. When vehicle speeds are above the speed limit on the major arm it takes longer for those on the minor arm to find a safe opportunity to join the carriageway. Similarly,

there is also an additional delay for those attempting to perform a right turn manoeuvre across northbound traffic into the minor arm.

- 2.62 Such instances can have an adverse effect on driver behaviour as drivers become too eager and do not allow the time required to safely join the carriageway. If speeds on New Lane were to be reduced this would allow drivers the additional time needed to safely pull out of Crossland Drive on to New Lane and also to access Crossland Drive from New Lane.
- 2.63 The suggestion that there is an existing speeding issue leading to collisions is reinforced by the collisions in which a motorcycle collided with a stationary vehicle attempting to turn right into Crossland Drive (accident ref: 44190217900). It is likely that the motorcycle would have seen the car had the motorcyclist been travelling at slower speeds. The incident recorded at the industrial estate access involving a pedal cycle could also be due to the excessive speeds on New Lane.
- 2.64 To address the issue of speeding on New Lane, particularly at the junction with Crossland Drive, a speed reduction scheme has been proposed. This is discussed in detail at **Section 4** of this report.

Summary

- 2.65 The site is located within close proximity to a number of high frequency bus services and is within walking distance of many key facilities and services. The location of the site therefore encourages staff and visitors to walk and use public transport to arrive at the site. Havant railway station is approximately 1.1km to the south west of the site, equating to around 13 minutes' walk.
- 2.66 A review of the collisions in proximity of the site within the last 10-year period has identified an existing issue with speeding on New Lane possibly contributing to the observed rate of collisions.
- 2.67 It is therefore concluded that the site represents a good location for a sustainable development.

3 Policy Context

National Policy

National Planning Policy Framework (NPPF) (February 2019)

- 3.1 The National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government in February 2019. This replaces the previous version of the NPPF which was updated in July 2018 after it was originally published in March 2012.
- 3.2 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 3.3 The three overarching objectives to achieve sustainable development outlined within the NPPF include:
- **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - **an environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 3.4 Chapter 9 covers the promotion of 'Sustainable Transport' and states in paragraph 102 that transport issues should be considered in the earliest stages of plan-making and proposals, so that:
- 'a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'

Considering Development Proposals

- 3.5 NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

'a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

- 3.6 Guidance is provided on the consideration of proposals. It is mentioned that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

- 3.7 Within the above context it is stated that all applications for developments should:

'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character.'

Regional Policy

Hampshire's Local Transport Plan (LTP) (2011 – 2031) – April 2013

- 3.8 In February 2011, Hampshire County Council approved a new Local Transport Plan (LTP), which sets out transport policies, objectives and a long term visions for transport in the County. This guidance has been adhered to in the preparation of this Transport assessment.
- 3.9 The LTP will help the county council and developers support “stronger, safer communities, maximising well-being and enhancing quality of place”.
- 3.10 The County Council states its aim is to “provide safe, efficient and reliable ways to get around a prospering and sustainable Hampshire”.
- 3.11 Chapter 2 states that efforts will be made to minimise adverse impacts on the environment when carrying out work on the highway.

- 3.12 Chapter 7 looks at Transport policy for South Hampshire. The vision for South Hampshire is to create:

"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment".

- 3.13 The challenges facing South Hampshire identified include maintaining the existing transport network, widening travel choices to offer alternatives to the private car and mitigating the adverse impacts of transport activities on the community.

Havant Borough Council's Adopted Local Plan (2011)

- 3.14 The Core Strategy describes the council's long term vision and objectives for what the borough will be like as a place in 2026.

- 3.15 Policy CS20 addresses the Transport and Access Strategy. The policy lists a set of conditions under which development will be permitted. This includes development that:

- *"Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy;*
- *Does not increase congestion and promotes better use of existing transport network;*
- *Improves accessibility to goods, services and employment and promotes equality in the transport system;*
- *Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network;*
- *Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users;*
- *Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate; and*
- *Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.*

Havant Borough Council's Local Plan (Allocations) (2014)

- 3.16 The Allocations Plan follows on from the adopted Core Strategy. Together these plans provide the Borough with policies to encourage investment in new jobs, provide enough land for housing and protect its special environment. It sets out strategic policies and allocations, such as Policy AL1 'the Presumption of Sustainable Development' in accordance with the NPPF, alongside additional Development Management Policies.

- 3.17 Havant Borough Council have an emerging Local Plan which is anticipated to be submitted for examination in the Spring 2021. Given this is still at an early stage of the plan making process, we have given this limited weight at present. This does help to see the Council's direction of travel in terms of future policy, with the latest 'submission version with changes' that underwent consultation in December 2020.

Summary

- 3.18 The development proposals accord with policy requirements. The transport proposals of the proposed development will encourage the facilitation of sustainable transport behaviour by site users.
- 3.19 As set out in detail in this report, the site is located in an accessible location for ease of access by walking, cycling and public transport. This supports national, regional and local governmental aspirations for encouraging sustainable travel behaviour.

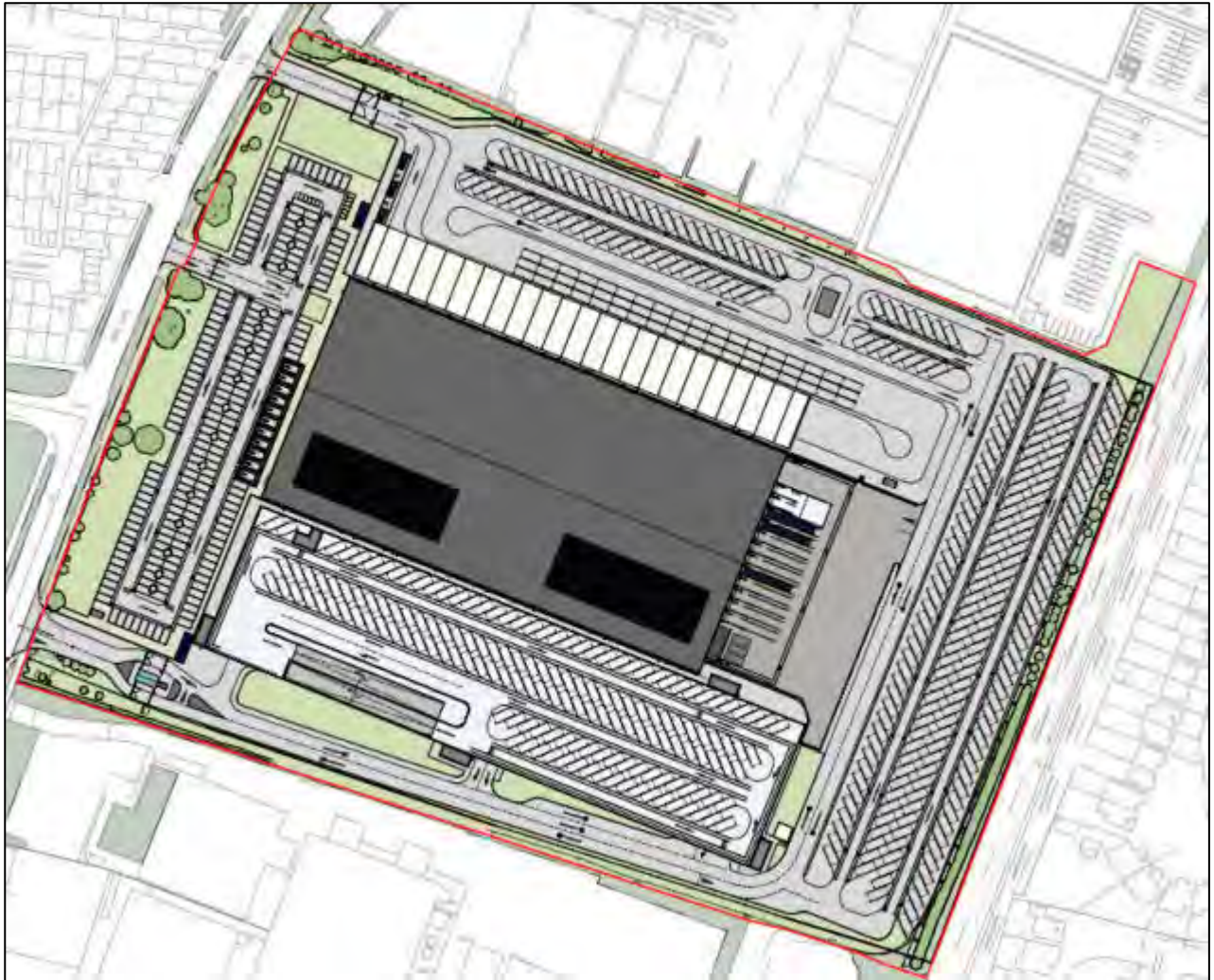
4 Development Proposals

- 4.1 This section of the Transport Statement provides a description of the development proposals, including information on the quantum of development, the provision of car and cycle parking, and the proposed servicing and refuse collection strategy.

Overview

- 4.2 The occupier proposes to use the site as a 'last mile' distribution centre of approximately 15,546 sqm, where parcels are delivered via small vans to customers in the local area. The occupier is looking to consolidate their operations on one site. This is opposed to vans being stored in the local area on separate sites.
- 4.3 Local drivers would arrive at the site by various means of transport, collect a van and leave the site to make deliveries. Once all deliveries have been made, drivers would return the vans to the site, collect their own vehicles (if they have driven to the site), or travel home by other means of transport.
- 4.4 The operation is effectively a freight consolidation site with the number of HGVs to/from the site being minimised through the most efficient use of each vehicle to minimise movements. The vehicle movements associated with the proposed development are already on the local road network as the proposed end user currently operates within the Havant area.
- 4.5 The vans that undertake the last mile element of distribution i.e. to the customer. They generally leave the site in the morning between 07:00-12:00 and return between 16:00-21:00. They are loaded to ensure that they can deliver goods for at least 6 hours in a single journey. This ensures efficiency of the operation and reduces vehicle movements.
- 4.6 On-site staff will have defined shift patterns with arrivals outside of the network peak periods (08:00-09:00 and 17:00-18:00). Typically, on-site staff shift patterns will be 08:00-16:00, 16:00-12:00 and 12:00 – 08:00.
- 4.7 The proposals for the site involve the provision of 866 operational storage spaces for the van fleet which during the day would be used as parking spaces for drivers that arrive at the site by private car.
- 4.8 HGVs delivering parcels would enter the site via at the existing site access at the southern end of the site from New Lane. 12 HGV docks are proposed at the eastern side of the warehouse. They would then turn around within the service yard area and leave the site using the same access.
- 4.9 There are 72 loading bays for vans from which they are loaded and leave the site.
- 4.10 The site layout for the proposed development is provided separately at **Appendix B** with an extract being shown in **Figure 4.1** below:

Figure 4.1: Proposed Site Layout Plan Extract



Site Access

Vehicle Access

- 4.11 The proposed development will provide three separate vehicle access/egress points from New Lane, all in the form of simple priority junctions.
- 4.12 The southern access is an existing access which would be used by HGVs and by van drivers arriving and leaving the site in their own vehicles and for vans to arrive and leave the site.
- 4.13 The central access is also an existing access and would be used by staff based on the site.
- 4.14 The proposed new northern access would be used by van drivers arriving at the site and by vans to arrive and leave the site. Entry/exit to the site is controlled by barriers and gatehouses with the barriers set back within the site to avoid any potential for queuing back to the existing public highway.
- 4.15 The existing and proposed site accesses are shown in are shown in the plan provided at **Appendix C**.

- 4.16 All the accesses have good visibility in both directions. The proposed new access has been designed and it is confirmed that access achieves visibility splays in accordance with Manual for Streets 2 guidance. The proposed access has also been spaced so that it does not affect the existing accesses to the site and to the site to the north.
- 4.17 Swept path analysis provided at **Appendix D** confirms the suitability of all accesses for the expected vehicle types. The swept path analysis also confirms that vehicles can manoeuvre within their designate areas on site.

Parking Provision

- 4.18 The relevant parking standards to the site are contained within the *Havant Borough Council Parking Supplementary Planning Document* adopted in 2016 and was subsequently updated in 2019. Both the maximum car parking standards and minimum cycle standards are shown in **Table 4.1** below for commercial developments.

Table 4.1: B8 Warehouse – Car Parking and Cycle Parking Standards

Type	Car Parking Standard	Cycle Standard (minimum)	
	Minimum Parking Limit	Long Stay	Short Stay
B8 warehouse	1 space per 90sqm	1 stand per 500sqm	1 stand per 1000sqm

Car Parking

- 4.19 A total of 208 car parking bays are proposed for on-site workers. These are situated within the centre of the New Lane frontage (as the existing car park is) and are accessed (entry and exit) using the central vehicular access onto New Lane. A total of 11 blue badge holder spaces are included within the proposed provision. These car parking bays have been designed to be 5m long and 2.5m wide.
- 4.20 The minimum car parking standards shown in **Table 4.1** would allow the site to provide 172 car parking spaces assuming a total 15,546 sqm of floor space. On this basis, the proposed provision of 208 car spaces is in accordance with these standards.

Cycle Parking

- 4.21 50 cycle parking spaces will be provided within cycle parking shelters in line with the guidelines. This provision would meet operational needs of the site with a potential for a small increase in cycle mode share.
- 4.22 This level of provision is in accordance with the standards set out in **Table 4.1** which requires a minimum of 31 long stay cycle parking spaces and 16 short cycle parking spaces. Therefore, we have gone above the minimum requirement of 47, as set out in the SPD. The development will also be providing changing and shower facilities within the development to encourage staff to cycle to the site.

Operational Van Storage

- 4.23 In addition to the proposed car parking spaces outlined above, 866 van storage spaces are proposed on the ground floor and within a van storage deck across the site. This would be for operational purposes only and would be used to store vans overnight. As such, it is considered that this operational storage should be accounted for separately to the car parking provision as it is operational parking. Thus it is appropriate to consider the quantum of spaces based on a first principles approach.
- 4.24 The proposed scale of the fleet allows for the required number of parcels to be delivered in a round of deliveries and the number of van spaces provided is how the identified occupier's operation is run across the UK and Europe. This number of vans allows each delivery journey to be optimised, i.e. each van is fully loaded and makes one delivery run per day.
- 4.25 If the number of vans were to be reduced, vans would need to make more journeys and run empty more often leading to more vehicle movements. In this respect, the proposed operation adopts the principles of freight consolidation and in doing so makes the most efficient use of vans and minimises journeys when they are not fully utilised.
- 4.26 A further point to note is that by storing vans on-site it enables the intended occupier to meet its aim to improve the environmental efficiency of its fleet. For example, the storage spaces will all benefit from EV charging infrastructure (see below for more details). Aligned to this, and as part of the wider aim of minimising unnecessary vehicle miles, the storage of vans on-site as proposed reduces the requirement for the intended occupier to identify satellite sites to perform the same function. In the event that satellite storage sites were required, the vans would still need to visit the proposed development to collect the parcels for delivery to customers.

Sustainability

Zero Carbon Emissions

- 4.27 The 'Proposed Occupier' is committed by an initiative to ensure at least 50% of all its shipments achieve net zero carbon emissions by 2030.
- 4.28 This aligns with the Occupier's commitment to driving sustainability across its operations, from utilising renewable energy sources, responsible sourcing, all the way through to reusable packaging, the move will align with its ambitions to utilise 100% renewable energy across its operations.

Euro 6

- 4.29 The 'Proposed Occupier' will operate their own fleet of vans at the site and this allows them to control the standard of the vehicles being used. As stated above, the Occupier is committed to reducing the emissions from their own fleet and is working towards all vans being compliant with the Euro 6 standards for emissions.
- 4.30 Euro 6 are the latest standards introduced by the European Commission to regulate the level of pollutants released from the tailpipes of vehicle engines. Euro 6 aims to reduce the levels of harmful

emissions including nitrogen oxide (NOx), carbon monoxide and particulate matter, which is basically soot from diesel engines.

- 4.31 Different emissions standards have been set for petrol and diesel engines. The permitted level of NOx emitted from a diesel engine has been drastically reduced by 55% from 180mg/km to just 80mg/km. In contrast, the NOx limit for petrol engines has not been altered from the Euro 5 standards and remains at 60mg/km.

Electric Vehicles

- 4.32 20% of van storage spaces will be equipped with active electric vehicle charging point (EVCP) infrastructure from the outset. The remaining 80% will be provided with passive infrastructure to be brought forward in future.

Servicing and Refuse Collection Strategy

- 4.33 Refuse collection will be undertaken internally within the site using the proposed service yard area.
- 4.34 Bins will be stored within the warehouse near the service yard and moved on collection days.
- 4.35 Swept path analysis has been undertaken to demonstrate that a refuse vehicle can access the site and leave in forward gear (refer to **Appendix D**).
- 4.36 Servicing will be also undertaken within the service yard. Swept path analysis has been produced which shows a HGV entering and leaving the site in forward gear. This is provided at **Appendix D**.

Proposed Off-site works

- 4.37 As mentioned above, discussions have been on going with HCC regarding the need for safety related improvements at the Crossland Drive priority access junction with New Lane.
- 4.38 The accident analysis presented in **Section 2** demonstrates that collisions at this junction are linked to speeding on New Lane. Whilst 'failure to look properly' has been recorded as being the main reason for these collisions, generous visibility splays are afforded at this location. Substandard visibility is not the issue and indeed research has shown higher collision rates are associated with greater visibility.
- 4.39 During discussions with HCC, it was agreed that any improvements should be simple, proportional and low cost. HCC have requested that reference is made to LTN 1/20 guidance, on cycle infrastructure design, in considering a potential safety improvement scheme at the Crossland Drive / New Lane priority junction.
- 4.40 It is mentioned in LTN 1/20 at Table 10-1 that '*Junctions should be designed to remove or manage conflicts between cyclists, motor traffic and pedestrians by.... reducing the speed and volume of motor traffic movements so that cyclists can safely be integrated with them*'
- 4.41 LTN 1/20 further mentions with respect to priority junctions in mixed traffic at pg. 10.5.3 that:

‘Any turn that involves crossing multiple lanes of traffic in one movement is likely to be difficult for most cyclists, particularly where motor traffic speeds and volumes are high. Therefore, in all cases, speed reduction through and on the approaches to junctions, and on turning, are recommended as measures that will benefit both cyclists and pedestrians.’

- 4.42 It is thus clear from LTN 1/20 guidance that to reduce collision rates at junctions involving cyclists and in particular at priority junctions it is encouraged to reduce speeds at the junction.
- 4.43 There are a number of recommendations provided in LTN 1/20 on how to achieve reduced speeds at junctions. The recommendations which do not involve banning turning movements or off-carriageway cycle integration has not been considered as this would not be viable or proportional to the development proposals.
- 4.44 It is considered that the most reasonable solution would be to find a way to reduce speeds on New Lane to allow vehicles to leave and join Crossland Drive safely. The effectiveness of speed reduction to reduce accident rates involving cyclists is confirmed by LTN 1/20 guidance.
- 4.45 Reducing kerbside radii has been considered as LTN 1/20 mentions that this will help to reinforce reduced speed for turning vehicles at Crossland Drive. It is mentioned that research has shown a 51% reduction in cyclist collisions where they were installed. Unfortunately, given the need for HGV's to turn on to New Lane, this option would be not feasible. Crossland Drive is the signed route for HGV to the employment area accessed from New Lane.
- 4.46 Consideration was also given to the possibility of a raised table at the Crossland Drive / New Lane junction to slow down vehicles. This option was dismissed due to the potential noise and vibration impact to residents due to HGVs associated with surrounding employment area.
- 4.47 It is proposed to introduce traffic islands on New Lane at the junction with Crossland Drive to slow vehicles down before reaching the junction. This would allow vehicles the time to safely enter and exit this junction as vehicles will not be speeding past the junction.
- 4.48 To inform any improvements works, speed surveys along New Lane were undertaken in proximity of the junction with Crossland Drive. 7-day ATC's were laid down immediately north and south of the Crossland Drive/ New Lane junction between Tuesday 22 September and Monday 28th September 2020. The specification of the survey was agreed with HCC and the results of the survey have been shared with HCC.
- 4.49 A summary of the recorded 85th percentile speeds are summarised below in **Table 4.2**.

Table 4.2: Recorded 85th Percentile Speeds on New Lane

Counter	Direction	Average 85th Percentile Speeds
Northern Counter	N-bound	36.3mph
Northern Counter	S-bound	34.8mph
Southern Counter	N-bound	37.3mph
Southern Counter	S-bound	37.6mph
Direction		Average 85th Percentile Speeds
Average Northbound		36.8mph
Average Southbound		36.2mph

- 4.50 The results shown in **Table 4.2** demonstrate that vehicles are speeding on New Lane. Although not excessively so, the speeds are such that a speed limiting scheme would be appropriate at the Crosslands Drive / New Lane junction in accordance with discussions to date.
- 4.51 It is proposed to introduce two new traffic islands on New Lane located north and south of the junction with Crossland Drive. The two proposed traffic islands have been designed and can be viewed at **Appendix E**.
- 4.52 The design incorporates a traffic island of 1.2m width which allows for carriageway widths of 3.9m to 3.97m (refer to **Appendix E**) inclusive of existing cycle lanes. It is acknowledged that cycle infrastructure design guidance LTN 1/ 20 requires that a minimum width of 4m be provided, however survey information has confirmed that this cannot be achieved. Widths of between 3.9-3.97m are not significantly below the 4m required within LTN 1/20 and as such the proposed scheme could work in this location.
- 4.53 Whilst the proposed design accommodates cyclists and vehicles, further consideration could be given to the possibility of reducing the carriageway widths further so that it is clear that cyclists and motorised vehicles should give way to one another. This could be achieved by widening the traffic island. This arrangement would have the benefit of slowing down traffic as cyclists are able to assume the primary position.
- 4.54 The proposals are simply for traffic islands to reduce existing speeds on New Lane. The proposed islands do not incorporate pedestrian crossing features. This is considered to be appropriate given that a crossing at the location would not serve any local desire lines and by reducing traffic speeds it makes it easier for pedestrians to safely cross New Lane.

Proposed New Uncontrolled Crossing on New Lane

- 4.55 In addition to the proposed traffic island, it is proposed to introduce an uncontrolled pedestrian crossing on New Lane, to the south, where the footway ends. The proposed crossing will be located on an existing desire line (towards Havant) for which no crossing facility is currently provided. The proposed crossing will be provided in the form of dropped kerbs and tactile paving and can be viewed at **Appendix E**. This resolves an existing issue.
- 4.56 It is worth noting that consideration had initially been given to the potential for a pedestrian island at this location. However, a pedestrian island is not appropriate due to the existing available widths on New Lane. Additionally, the NMU, undertaken for the site has confirmed that good pedestrian

visibility is provided at this location to allow users to cross safely using the proposed dropped kerbs and tactile paving.

5 Trip Generation & Potential Impact of the Scheme

5.1 This section sets out the traffic generation of the proposed re-use of the existing site and the implications of this.

Proposed Trip Generation

5.2 For the purposes of this assessment, the trip generation for the proposed development has been obtained from the occupier and these traffic numbers have been used for our capacity assessment. There is no suitable information available in the TRICS database.

5.3 Daily arrival / departure patterns have been obtained from the occupier, with these based on traffic for over 100 similar units that they operate across Europe. The full list of the approved sites is contained in **Appendix G** of this report. These are the traffic movements that are associated with their existing business for this type of unit and there are no proposals to change this successful model. The traffic data has been accepted throughout the UK and Europe as being representative of traffic flows from this type of unit.

5.4 The methodology of calculating traffic movements is based on the experience from this long list of sites and is applied to each proposed site on the basis of the number of parcels the site can process in a day, the number of vans operating from a site and the modal split journey to work for the area. This methodology is how the traffic data from the proposed development has been calculated.

5.5 This is considered a more robust assessment than calculating the potential trip generation through the use of the TRICS database. This is due to the lack of comparable sites on the database and the reliability of basing the trip generation for the proposed development from other similar sites by the Occupier.

5.6 The trip generation obtained from the occupier has been separated into three categories, Cars, Vans and HGVs. Due to the nature of the proposed development, the vast majority of the site traffic will be vans.

5.7 A summary of the trip generation obtained from the occupier for the proposed development, for the AM and the PM network peak period is set out in **Table 5.1**. The occupiers provided trip generation is contained in **Appendix F** of this report.

Table 5.1: Development Trip Generation with Van Parking

Time Period	Car			LGV (excl. cars)			HGV			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
08:00	12	0	121	0	216	216	1	1	2	122	217	339
17:00		105	105	216	0	216	0	0	0	217	112	329
Daily	541	541	1081	505	505	1010	36	36	72	1,208	1,208	2,415

5.8 As can be seen from **Table 5.1** the proposed development will generate 339 two-way vehicle movements in the morning peak period and 329 two-way vehicle movements in the evening peak period. The proposed site traffic is predominantly made up of cars and light vans. There are a limited

number of HGVs at peak times and only a total of 36 HGVs arriving and leaving the site across the day.

Existing Site Trip Generation

- 5.9 The traffic generation of the proposed redevelopment of the site needs to be considered in the context of the previous and existing use of the site as this would be the redevelopment of an existing employment site.
- 5.10 This is the same approach as was agreed and used in the Transport Assessment for the consented development on the Velocity element of the site.
- 5.11 This has been undertaken for two scenarios: -
- *Previous Maximum Usage of the Site*
 - *Existing Use of the Site*
- 5.12 Before taking each of these scenarios in turn the following sets out the trip generation rates that have been calculated for the various uses on the site using the TRICS Database. All of the TRICS outputs used to generate the calculated trip rates are provided at **Appendix H**.
- 5.13 **Table 5.2** below contains the trips rates for the existing land uses on the site which include B1(a) Offices and B1(b) Research and Development, for B1(c) and B2 Industrial and B8 Warehousing:

Table 5.2: Existing Site Use Trip Rates

Land Use	08:00 - 09:00			17:00 -18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
B1(a) Offices and B1(b) Research and Development,	2.44	0.353	2.793	0.277	2.566	2.843	7.557	7.572	15.129
B2 Industrial	0.283	0.073	0.356	0.055	0.251	0.306	1.591	1.676	3.267
B8 Warehousing	0.17	0.11	0.28	0.089	0.187	0.276	1.877	1.83	3.707

Previous Maximum Usage of the Site

- 5.14 As set out in **Section 2** of this report, the previous maximum usage of the site is believed to have followed the grant of consent for a new Cold Storage unit granted in 2010.
- 5.15 Using the figures from **Table 2.1** and the trip rates presented in **Table 5.2** above, the traffic generation of the previous maximum usage of the site is set out in **Table 5.3**.

Table 5.3: Previous Maximum Usage Site Trip Generation

Land Use	08:00 - 09:00			17:00 -18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
B1(a) Offices and B1(b) Research and Development	248	36	284	28	261	289	767	769	1536
B2 Industrial	49	13	61	9	43	52	273	287	560
B8 Warehousing	19	12	31	10	21	30	207	202	409
Total	315	61	376	47	324	372	1247	1258	2505

- 5.16 It can be seen from **Table 5.3** that maximum use of the site is forecasted to generate approximately 376 two-way movements in the morning peak period and 372 two-way vehicle movements in evening peak period. The site is also forecast to generate 2,505 two-way vehicle movements daily.

Previous Site Usage Trip Comparison

- 5.17 **Table 5.4** below compares the maximum usage of the site to the predicted traffic generation of the site taken from **Table 5.1**:

Table 5.4: Previous Maximum Usage Site Trip Generation Comparison

	08:00 - 09:00			17:00 -18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Trip Generation	315	61	376	47	324	372	1247	1258	2505
Proposed Trip Generation	122	217	339	217	112	329	1,208	1,208	2,415
Net Change	-193	156	-36	170	-212	-42	-40	-50	-90

- 5.18 As it can be seen that in comparison to the previous maximum usage of the site the proposed development would generate less traffic both during peak hours and across the day.

Existing Site Use

- 5.19 Using the figures from **Table 2.2** and the trip rates presented in **Table 5.2** above, the traffic generation of the existing usage of the site is set out in **Table 5.5**.

Table 5.5: Existing Site Trip Generation

Land Use	08:00 - 09:00			17:00 -18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
B1(a) Offices and B1(b) Research and Development	164	24	188	19	173	192	509	510	1019
B2 Industrial	64	16	80	12	57	69	359	378	736
B8 Warehousing	9	6	15	5	10	14	98	96	194
Total	237	46	283	36	239	275	966	984	1950

- 5.20 It can be seen from **Table 5.5** that the existing use of the site is forecast to generate approximately 283 two-way movements in the morning peak period and 275 two-way vehicle movements in evening peak period. The site is also forecast to generate 1,950 two-way vehicle movements daily.

Existing Site Trip Generation Comparison

- 5.21 **Table 5.6** below compares the existing usage of the site to the predicted traffic generation of the site taken from **Table 5.1**:

Table 5.6: Existing Site Usage Trip Generation Comparison

	08:00 - 09:00			17:00 -18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Trip Generation	237	46	283	36	239	275	966	984	1950
Proposed Trip Generation	122	217	339	217	112	329	1,208	1,208	2,415
Net Change	-115	171	56	181	-127	54	242	224	466

- 5.22 As it can be seen, in comparison to the existing traffic generation of the site the proposed unit would generate slightly more traffic than the existing uses.
- 5.23 Whilst the existing site usage does demonstrate an uplift in movements it must be emphasised that the development site will generate significantly less vehicle movements than the permitted maximum use of the site. The impact of the additional vehicles on the local road network is therefore considered to be immaterial.

Traffic Distribution

- 5.24 The proposed unit is the penultimate stop for goods on their way to their final destination. Therefore, it is reasonable to assume that on average deliveries are weighted to areas in terms of their population within the catchment area. In this instance the catchment area is estimated to be an approximate hour's drive from the site. Therefore, the delivery vehicle distribution has been calculated on this basis using population data extracted from the Census 2011. This approach is considered to be the most robust way to determine vehicle distribution and represent a worst-case scenario. In reality, vehicle distribution will be dictated by local demand and current traffic conditions which will cause route choices to vary day to day.
- 5.25 HGVs delivering goods from sort centres will operate at the site overnight, and therefore well outside of the extended network peak periods. Due to their long-distance travel nature all of these trips are assumed to arrive and depart using the nearest link to the strategic road network. Consequentially in this location all HGV sort centre trips are initially attributed to the A roads surrounding the site. More immediately, the majority of HGV movements throughout the day will use Crossland Drive which is a designated route for HGVs. HGVs are not expected use the southern section of New Lane towards the location of the level crossing as this does not provide a direct route towards the strategic road network.
- 5.26 The catchment area for a typical last-mile distribution centre is considered to be the zone within around an hour's drive.
- 5.27 Whilst the detailed distribution has been attributed according to key towns and cities, a summary of the population contained in each wider area within the distribution centre's catchment is provided in **Table 5.7**.

Table 5.6: Summary of Population Within a 1 hour Catchment Area of the Site

Area	Population	Percentage
Adur	61,182	3%
Arun	149,518	7%
Chichester	113,794	5%
East Hampshire	115,608	5%
Eastleigh	125,199	5%
Fareham	111,581	5%
Gosport	82,622	4%
Guildford	137,183	6%
Havant	120,684	5%
New Forest	176,462	8%
Portsmouth	205,056	9%
Rushmoor	93,807	4%
Southampton	236,882	10%
Test Valley	116,398	5%
Waverley	121,572	5%
Winchester	116,595	5%
Woking	99,198	4%
Worthing	104,640	5%

- 5.28 The main vehicular routes from the site for distribution to the above areas have been derived by determining route choices using Geographic Information System software.
- 5.29 Applying the realistic scenario development trips to the likely route choices results in vehicular trip distribution as shown in **Table 5.7**.

Table 5.7: Operational Vehicular Distribution

Direction	Percentage Traffic
A27 East	15%
A27 West	41%
A3(M) North (J2)	25%
A3(M) North (J3)	1%
B2177 West	9%
Emsworth Common Road	4%
Hulbert Road beyond A3(M) J3	2%
Langstone Road	2%
Stakes Road	1%
New Lane North	0%
New Lane South	29%
Crossland Drive	1%
Park Road North	70%

5.30 Further to discussions with HCC it was agreed that the impact on the following junctions should also be included in any assessment:

- Bartons Road/Petersfield Road signal junction;
- New Lane/Bartons Road;
- Bartons Road/Horndean Road staggered crossroads;
- Crossland Drive/New Lane;
- B2149/Crossland Drive;
- B2149/Park Road North roundabout; and
- A27/Langstone Road roundabout.

5.31 Applying the realistic scenario development trips to the likely route choices results in vehicular trip distribution at the above listed junctions is summarised in **Table 5.8** below.

Table 5.8: Operational Vehicular Distribution at HCC requested Junctions

Junctions	Percentage Traffic
Bartons Road / Petersfield Road	25%
New Lane / Bartons Road	29%
Bartons Road / Horndean Road	4%
Crossland Drive / New Lane	71%
B2149 / Crossland Drive	70%
B2149 / Park Road North roundabout	66%
A27 / Langstone Road roundabout	57%

5.32 The information provided at **Table 5.7** and **Table 5.8** show the percentage of traffic on road and key junctions surrounding the site. In order to understand the impact of the development at these locations a net impact assessment has been undertaken using the figure provided at **Table 5.4** and **Table 5.6**.

5.33 **Table 5.9** shows the net impact of the development proposals assuming previous maximum site usage.

Table 5.9: Previous Maximum Usage Net Traffic Impact

Trip Distribution	% Impact	08:00 - 09:00	17:00 - 18:00
A27 East	15%	-5	-6
A27 West	41%	-15	-17
A3(M) North (J2)	25%	-9	-11
A3(M) North (J3)	1%	0	-1
B2177 West	9%	-3	-4
Emsworth Common Road	4%	-1	-2
Hulbert Road beyond A3(M) J3	2%	-1	-1
Langstone Road	2%	-1	-1
Stakes Road	1%	0	0
New Lane North	0%	0	0
New Lane South	29%	-11	-12
Crossland Drive	1%	0	0
Park Road North	70%	-25	-29
Bartons Road / Petersfield Road	25%	-9	-11
New Lane / Bartons Road	29%	-11	-12
Bartons Road / Horndean Road	4%	-1	-2
Crossland Drive / New Lane	71%	-25	-30
B2149 / Crossland Drive	70%	-25	-29
B2149 / Park Road North roundabout	66%	-24	-28
A27 / Langstone Road roundabout	57%	-21	-24

5.34 **Table 5.9** shows that the development proposals have a reduced impact at all local junctions compared with the permitted previous maximum usage of the site.

5.35 **Table 5.10** shows the net impact of the development proposals compared with the existing usage of the site.

Table 5.10: Exiting Site Usage Net Traffic Impact

Trip Distribution	% Impact	08:00 - 09:00	17:00 - 18:00
A27 East	15%	8	8
A27 West	41%	23	22
A3(M) North (J2)	25%	14	14
A3(M) North (J3)	1%	1	1
B2177 West	9%	5	5
Emsworth Common Road	4%	2	2
Hulbert Road beyond A3(M) J3	2%	1	1
Langstone Road	2%	1	1
Stakes Road	1%	1	1
New Lane North	0%	0	0
New Lane South	29%	16	16
Crossland Drive	1%	0	0
Park Road North	70%	39	38
Bartons Road / Petersfield Road	25%	14	14
New Lane / Bartons Road	29%	16	16

Bartons Road / Horndean Road	4%	2	2
Crossland Drive / New Lane	71%	40	38
B2149 / Crossland Drive	70%	39	38
B2149 / Park Road North roundabout	66%	37	36
A27 / Langstone Road roundabout	57%	32	31

- 5.36 It can be seen from **Table 5.10** that the development proposals would result in a minor uplift in vehicle movements on local roads and junctions when compared with the most recent usage of the site. The additional vehicle movements cannot be considered to be a severe residual impact at the locations shown above and as such there is no need for any capacity assessments.
- 5.37 HCC have requested that consideration is also be given to the site distribution included in the Transport Assessment which supported planning application APP/19/00660. HCC have stated that creating a gravity model with this data will provide a comparative data set which can be cross-referenced against the assumed distribution presented above.
- 5.38 A gravity model has been created using the traffic distribution proportions extracted from the Transport Assessment which supported planning application APP/19/00660. Using these proportions, **Table 5.11** shows the percentage impact of the development proposals at the junctions requested by HCC.

Table 5.11: Percentage Impact of Proposals using Distribution taken from APP/19/00660

Junction	% Impact
Bartons Road / Petersfield Road	24%
New Lane / Bartons Road	25%
Bartons Road / Horndean Road	7%
Crossland Drive / New Lane	75%
B2149 / Crossland Drive	47%
B2149 / Park Road North roundabout	58%
A27 / Langstone Road roundabout	N / A

- 5.39 It can be seen from **Table 5.11** that the percentage of traffic at the junctions requested by HCC is very similar when using the Vectos proportions presented in **Table 5.8** and also the proportion extracted from the requested planning application. The only difference is the absence of any impact at the A27 / Langstone Road roundabout junction.
- 5.40 **Table 5.12** below shows the net impact of the development proposals assuming the previous maximum site usage.

Table 5.12: Previous Maximum Usage Net Traffic Impact (APP/19/006600)

Trip Distribution	% Impact	08:00 - 09:00	17:00 - 18:00
Bartons Road / Petersfield Road	24%	-11	-10
New Lane / Bartons Road	25%	-12	-11
Bartons Road / Horndean Road	7%	-3	-3
Crossland Drive / New Lane	75%	-35	-32
B2149 / Crossland Drive	47%	-22	-20
B2149 / Park Road North roundabout	58%	-27	-25
A27 / Langstone Road roundabout	N / A	-11	-10

5.41 As expected, assuming the previous maximum usage of the site, **Table 5.12** shows that the development will have a reduced impact at the HCC requested junctions when assuming the distribution proportions taken from planning application APP/19/006600.

5.42 **Table 5.13** below shows the net impact of the development proposals assuming the existing site usage.

Table 5.13: Existing Site Usage Net Traffic Impact (APP/19/006600)

Trip Distribution	% Impact	08:00 - 09:00	17:00 - 18:00
Bartons Road / Petersfield Road	24%	11	13
New Lane / Bartons Road	25%	12	14
Bartons Road / Horndean Road	7%	3	4
Crossland Drive / New Lane	75%	34	40
B2149 / Crossland Drive	47%	21	25
B2149 / Park Road North roundabout	58%	27	32
A27 / Langstone Road roundabout	N / A	11	13

5.43 **Table 5.13** shows that the development result in a negligible uplift in vehicle movements at the HCC requested junctions near the site.

5.44 Using the traffic distribution requested by HCC, the proposed development site would have a reduced impact at local junctions compared to the traffic distribution prepared by Vectos. The traffic distribution using the Vectos gravity model can therefore be considered robust.

Proposed Site Access Capacity

5.45 As mentioned, it is proposed to introduce a new access in to the site that will be used exclusively for vans entering and leaving the site. The proposed junction will be provided in the form a T-junction and is shown indicatively at **Appendix C**.

5.46 A capacity assessment has been undertaken of the new site access on New Lane using the Junctions 9 software. The capacity assessment has been informed by a 7-day ATC survey undertaken on New Lane between Tuesday 22 September and Monday 28th September 2020. The average northbound and southbound movements in the morning (08:00 – 09:00) and evening (17:00-18:00) network peak periods have been used.

- 5.47 To assess the impact of the proposed development has been modelled for the following scenarios:
- Opening Year 2023 + Development.
 - Future Year 2033 + Development.
- 5.48 The proposed vehicle distribution is in accordance with that set out in **Table 5.7** which assumes that all vans leaving the site will route northbound New Lane. On this basis, there will be no vans turning right out of the proposed site access junction or performing a left turn in to the access.
- 5.49 The proposed site access junction has been modelled using the PICADY Junctions 9 software. The 2023 and 2033 + development scenarios have been modelled and the results of this assessment are presented in **Table 5.14**. The full report is contained in **Appendix I**.

Table 5.14: New Lane / Site Access Junction 9 summary

Stream	AM (08:00 – 09:00)			PM (17:00 -18:00)		
	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)	RFC
Opening 2023 + Development						
Site Access	0.6	9.62	0.39	0.0	0.00	0.00
New Lane (S)	0.0	0.00	0.00	1.2	9.53	0.48
Future Year 2033 + Development						
Site Access	0.6	9.91	0.40	0.00	0.00	0.00
New Lane (S)	0.00	0.00	0.00	1.3	9.68	0.50

- 5.50 As can be seen from **Table 5.14**, the proposed site access junction will operate well within its theoretical capacity in to a future of 2033.

Stage 1 Road Safety Audit

- 5.51 A Stage 1 Road Safety Audit (RSA) has been undertaken for the proposed offsite works and new site access. The matters raised by the Audit Team have been addressed in the Designer's Response which is included at **Appendix J**. Once agreed, the Designer's Response will require input from HCC.

Summary

- 5.52 It has been demonstrated that the development proposals will result in a reduction of vehicle trips on the local highway network compared with the previous maximum usage of the site. This has been demonstrated using a population-based gravity model based on Census data using a 1-hour driving catchment.
- 5.53 Further to a request from HCC, a second gravity model has been prepared using proportions taken from the Transport Assessment which supported planning application APP/19/00660. The results of this assessment also demonstrated a reduced or immaterial impact at local junctions.

- 5.54 As there is no severe impact predicted at local junctions there is no need to undertake detailed capacity assessment and there is no need for any improvement works or contributions to improvement works at any location in the vicinity of the site.

6 Summary and Conclusions

- 6.1 Vectos has been appointed by Havant Property Investment LLP to provide highways and transport advice in relation to the re-development of former Pfizer Site, New Lane, Havant. Havant Borough Council (HBC) are the local planning authority and Hampshire County Council (HCC) are the local highway authority. A site location plan is included at **Figure 2.1**.
- 6.2 The site is located within an existing employment area near an existing industrial estate and is currently occupied by a cold chain packaging, storage, and distribution facility.
- 6.3 The development proposals concern the redevelopment of the site to provide a new warehouse unit comprising a total floor area of 15,546 sqm (GEA) with associated operational van storage spaces (866 spaces). The proposals include provision for 208 car parking spaces, of which 11 will be designated as disabled parking spaces. 11 motorcycle parking spaces and 50 cycle parking spaces are also proposed for staff and visitors.
- 6.4 The occupier proposes to use the site as a 'last mile' distribution centre, where parcels are delivered via small vans to customers in the local area. The occupier is looking to consolidate their operations on one site and this has resulted in the current proposal for the van storage deck which would house the van fleet overnight while the drivers are not out on deliveries as opposed to vans being stored in the local area on separate sites.
- 6.5 The site is located within close proximity to a number of high frequency bus services and is within walking distance of many key facilities and services. The location of the site therefore encourages staff and visitors to walk and use public transport to arrive at the site. Havant railway station is approximately 1.1km to the south west of the site, equating to around 13 minutes' walk.
- 6.6 A review of the collisions in proximity of the site within the last 10-year period has identified an existing issue with speeding on New Lane possibly contributing to the observed rate of collisions.
- 6.7 Local and regional policy supports the planning application of the proposed redevelopment of an existing employment site.
- 6.8 Off-site highway works are proposed as part of the development proposals. This includes a proposed speed reduction scheme at the Crossland Drive / New Lane Junction and a new uncontrolled crossing on New Lane where the footway ends on the eastern side.
- 6.9 Providing onsite van storage will improve operational efficiencies and will assist the Occupier in achieving its objectives relating to reducing emissions.
- 6.10 The proposals are for the redevelopment of an existing employment site which currently generates vehicle traffic. A traffic generation assessment has confirmed that the development proposals will have with a reduced or an immaterial impact compared with the previous and more recent use of the existing site.
- 6.11 A population-based gravity model has confirmed that the proposals will not have a severe impact on local roads and junctions. This conclusion has also been reached using traffic distribution data recommended by HCC. The proposed redevelopment of the site will therefore will not have any

material impact on the operation of the surrounding highway network and there is no need for any improvement to the surrounding highway network to safely accommodate the proposed scheme.

Conclusions

- 6.12 The proposed development on the site would not give rise to any severe transport impacts and therefore should be granted planning consent.

Appendix A

Collision Data

Accidents between dates 01/01/2010 and 31/12/2019 (120) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ New
Lane Havant BACS/SR/0820/087")

44170447713 17/11/2017 Time 0821 Vehicles 2 Casualties 1 Slight
E:472364 N: 107208 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 2	Very Likely	
2nd: Failed to look properly	Vehicle 2	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING NE ON NEW LANE IS CORSSING JUNCTION WITH CROSSLAND DRIVE AND IS HIT BY VEH2 (VAN) PULLING OUT OF CROSSLAND DRIVE KNOCKING OFF RIDER AND CAUSING MINOR INJURY.

Occurred on NEW LANE AT JUNCTION WITH CROSSLAND DRIVE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 29 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Turning left
Vehicle movement from W to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/01/2010 and 31/12/2019 (120) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ New
Lane Havant BACS/SR/0820/087")

44180284199 27/07/2018 Time 1018 Vehicles 1 Casualties 1 Slight
E:472358 N: 107208 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disability or illness, mental or physical	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (TAXI) TRAVELLING E ALONG CROSSLANDS DRIVE GOES TO TURN RIGHT ONTO NEW LANE WHEN
CAS1 (PEDESTRIAN) RUNS ACROSS THEIR PATH TRAVELLING N.

Occurred on CROSSLAND DRIVE, AT JUNCTION WITH NEW LANE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Taxi/Private hire car Turning right
Vehicle movement from W to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere N bound
Driver's offside

Accidents between dates 01/01/2010 and 31/12/2019 (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ New
Lane Havant BACS/SR/0820/087")

Notes:

44180361369 25/09/2018 Time 0713 Vehicles 2 Casualties 1 Serious
E:472369 N: 107205 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Dazzling sun	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (VAN) TRAVELLING E ALONG CROSSLAND DRIVE TURNS RIGHT ONTO NEW LANE, FAILING TO
NOTICE VEH2 (M/CYCLE) THAT IS TURNING RIGHT TO TRAVEL W ON CROSSLAND DRIVE.
Occurred on CROSSLAND DRIVE AT JUNCTION WITH NEW LANE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 67 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 40 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2010 and 31/12/2019 (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ New
Lane Havant BACS/SR/0820/087")

Notes:

44190217900 24/06/2019 Time 1645 Vehicles 2 Casualties 2 Serious
E:472371 N: 107205 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SW ALONG NEW LANE, RIDER FAILS TO VEH 2 (CAR) STATIONARY AND
WAITING TO TURN RIGHT ONTO CROSSLAND DRIVE AND COLLIDES WITH REAR NEAR SIDE OF VEH 2.
Occurred on NEW LANE AT JUNCTION WITH CROSSLAND DRIVE , HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from NE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 25 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2010 and 31/12/2019 (120) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ New Lane Havant BACS/SR/0820/087")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	4	4
2-wheeled motor vehicles	0	2	0	2
Pedal cycles	0	2	3	5
Horses & other	0	0	0	0
Total	0	4	7	11

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	4	4
Passenger	0	0	0	0
Motorcycle rider	0	2	0	2
Cyclist	0	2	3	5
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	4	8	12

Appendix B

Site Layout Plan